

TRAVELING

SAVANNAH AND KEY WEST—The steamer **ISABEL**, 1,000 tons, will command the regular trade between Savannah and Key West, Monday, Oct. 1, and sail regularly from Charleston, S. C., on the 1st and 15th of each month, and from Havana to New York on the 1st and 15th of each month.

From Charleston and Savannah to Havana, \$40.
From Charleston and Savannah to Key West, \$60.
For particulars apply to the agents.

SPOTTED, TILESTON, C. C. & South
In Charleston to **M. C. MORECA**
Agents in Havana. **DRAKE, BROTHMAN**
The steamer leaving Havana by this ship can reach
more by the land route the fifth day, or by meeting
steamer Southerner, reach New York as early as the
10th day.

NEW-YORK AND CHARLESTON
CLACK, LEE & CO. NEW YORK, ARK
MENT—The steamer **SOUTHERNER**,
M. Berry, having been thoroughly overhauled, and
with new boilers, &c., will run on the Savannah
trade, as follows:
From N. York to Charleston, *From Charleston to N. York*
Saturday, Sept. 14, 4 P. M. Monday,
Saturday, Sept. 21, 4 P. M. Monday,
Saturday, Oct. 5, 4 P. M. Thursday, October
Saturday, Oct. 12, 4 P. M. Thursday,
Saturday, Oct. 19, 4 P. M. Thursday,
Wednesday, Nov. 4, 4 P. M. Monday, November
Saturday, Nov. 11, 4 P. M. Thursday,
Saturday, Nov. 18, 4 P. M. Thursday.

These engagements are particularly reliable, and to attend to
receipt of their goods immediately after arrival.

Passage \$20. No passage schedule. Freight for freight apply on board at Pier No. 4 North River, SPOFFORD, TILSTON & CO. 48 South-
au30

 **FOR BOSTON, VIA NEWPORT & FALL RIVER.**—By the splendid and superior steamers BAY STATE and EMPEROR STATE, of great strength and speed, particularly adapted for the navigation of Long Island Sound, running in connection with the Fall River and Old Colony Railroad, a distance of 100 miles.

The steamer BAY STATE, Capt. Wm. Brown, on Tuesday, Thursday and Saturday, at 5 P.M.

The steam EMPIRE State, Capt. Ben J. Brayton, Mondays, Wednesdays and Fridays, at 5:30 a. m. for New York, and at 5:30 p. m. for New Port.

These steamers are fitted with commodious state-rooms and every arrangement for the security and comfort of passengers. They are also provided with a well-stocked board, and on arrival at Fall River proceed per rail to Boston, and on arrival at Fall River proceed per rail to Boston early the following morning, or can remain in Fall River until the following morning, when the starting of the accommodation train at 6:15 a. m. which reaches Boston at about 8:30 a. m.

Passengers are permitted to remain on each steamer, when desired, to take their baggage, and accompany the service to their destination.

For rates of passage and the price of state-rooms, apply to the agents, or to the captain of the steamer.

A steamer runs in connection with this line to and from New Bedford, on Saturdays.

Freight to Boston is taken at the same rates as by the regular lines, and forwarded with greater expedition by this line than by any other.

Passengers to New Bedford, on Saturdays, start on Sunday (excepted) at 8 o'clock for Boston and New Bedford, arriving at its destination at about 11 a. m.

For state-rooms or berths apply on board, or if it is desired to secure them ahead, application may be made to

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ROAD.—PASSENGER TR.
UP—Leave New-York foot of

land-8:25 A. M. and 4:4 P. M.; Leave Newark 6:15 A. M. and 4:45 P. M.

PASSANGER TRAINS DOWNS—Leave Dover 6:15 A. M. and 4:45 P. M.; Morrisstown, 6:50 A. M. and 2:25 P. M.; Summit, 7:50 A. M. and 2:40 P. M.; Millville, 7:30 A. M. and 3:15 P. M.; Orange, 8:00 A. M. and 3:45 P. M.

FREIGHT TRAINS—Leave Dover 3 A. M.; Leave 1:130 A. M. and 1:130 P. M.

ORANGE HORSE CAR—Leave Orange 7 A. M. and 7:15 P. M.; New York 11:30 A. M. and 5:15 P. M.

Passengers by these trains are received and delivered at North and South Orange, Millville, Summit, Chatham, Madison, Morrisstown, Morris Plains, Danbury, Dover and Dover.

At Dover, stages connecting with the A. M. passenger train leave for Suckasunna, Sandhope, Newton, Hackettstown and Hope, daily; Millville, daily; Morris Plains, daily; and for Sparta, Johnsonburg, Blainstone, Columbia, Delaware Water Gap, Stroudsburg, continuing to the Lackawanna Works, passing through Earlville, Stroud, (the terminus), and to the Delaware River, (the terminus), daily; Park to Providence, on Tuesdays and Saturdays, and returning meet the


At Denville stages leave for Powerville and Boonton the arrival of the A. M. and P. M. Trains from and mee

A. M. and P. M. trains for New-York.

At Morristown stages leave on the arrival of the J. passenger trains for New-York, Chester, Schoolhouse, P. train, Washington, Belvidere and Easton, daily, and the P. M. train for New-York.

Also for Basking Ridge on the arrival of the P. M. train returning next morning, connecting with the A. M. train for New-York.

Change of Hours, commencing July 9.

RAMAPO AND PATERSON
 **AND PATERSON AND HUDSON RIVER RAILROADS.**

Leave Suffern's Depot at	Leave New-York at
6 o'clock 30 min. A. M.	7 o'clock 30 min. A. M.
10 o'clock 30 min. A. M.	3 o'clock 15 min. P. M.
6 o'clock 30 min. P. M.	5 o'clock 45 min. P. M.

SUNDAY TRAINS.

Leave Suffern's Depot at	Leave New-York at
6 o'clock 30 min. A. M.	6 o'clock P. M.

* or on the arrival of the Erie trains going East.

PATERSON TRAINS.

Leave Paterson at	Leave New-York at
7 o'clock A. M. Market at	7 o'clock 30 minutes A.
8 o'clock A. M. Pat'n Depot	9 o'clock 30 minutes A.
12 o'clock M. Paterson Depot	1 o'clock
	3 o'clock 15 minutes

4 1/2 o'clock P. M. Path Depot. 5 o'clock 15 minutes P.
7 o'clock P. M. Market-st. 5 o'clock 45 minutes P.

SUNDAY TRAINS.

<p>Leave Paterson at</p> <p>7 o'clock A. M. Market- 4 o'clock P. M. 1, 2, 3, 4, 5, 6, 7 P. M.</p> <p>On Monday mornings the first train from Suffern will leave at 7:25, or on the arrival of the Port Jervis train.</p> <p>The 7:30 A. M. and 5:45 o'clock P. M. trains from New York will not stop at any station north of Paterson, except Rock Road and Hoboken.</p> <p>The trains which leave New-York at 7:30 A. M. and 1 P. M. will be in time to meet the Erie trains, morning and evening, going West from Suffern.</p> <p>The train will leave Suffern's every morning (Sundays excepted) at 7:50, or on the arrival of the Ossineau train.</p>	<p>Leave New-York at</p> <p>8 o'clock A. M.</p> <p>7 o'clock P. M.</p>
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STATEN ISLAND FERRY.
 After June 1, 1850.—Leave New-York at 7:30 A. M., 10:15 A. M., 1 P. M., 4:15 P. M., 6 and 7 o'clock P. M. Leave Suffern at 7:50, 8:15, 10 A. M. and 1, 2, 3, 4, 5, 6 and 7 P. M.

FOR EUROPE.

**UNITED STATES MAILS TEA-
 PERS BETWEEN NEW-YORK AND LIV-
 POOL.**—The ships connected with the line are
 P. L. N. and the ship Weymouth.

PACIFIC, Captain Nye;
ARCTIC, Captain Luce;
BAL TIC, Captain Comstock;

ADRIATIC Captain Graham.

These ships having been built by contract expressly for Government service, every care has been taken in their construction, as also in the selection of the crew, and the strength of the hull, so that accommodations for passengers are unequalled for elegance and comfort.

Price of passage from New York to Liverpool, \$130; exclusive of extra charges for state-rooms, \$125.

An experienced surgeon will be attached to each ship.

No berth can be secured until paid for.

For freight or passage apply to

EDWARD K. COLLINS, 56 Wall-st.,

or to BROWN, SHIPLEY & CO. Liverpool.

The Pacific will leave Liverpool Sept. 11, 1859.

The Atlantic will leave New York Sept. 12, 1859.

The Pacific will leave New York Sept. 28, 1859.

The Pacific will leave Liverpool Oct. 16, 1859.

The Atlantic will leave New York Oct. 17, 1859.

The Atlantic will leave Liverpool Oct. 20, 1859.

The owners of these ships will not be accountable for silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed thereto, and the value thereof is entered on the manifest.

After the 1st of April next the rate of freight by the above steamers from Liverpool will be materially reduced, viz:

GRIFFITHS' WESTINGHOUSE
LINE, 1350—Continues to carry
goods of all descriptions by canal
Philadelphia

and railroads from New York, Boston and New York, Kentucky, Tennessee, Western New York, Pennsylvania, New Jersey, Ohio, Missouri, Iowa, Wisconsin, Illinois, Minnesota and Canada West. The connection up the Lakes from Buffalo to Cleveland is made by the Buffalo, Tonawanda and Erie Railroad, and the connection down the Lakes from Buffalo to Detroit and Upper Lakes is made by the Buffalo, Tonawanda and Erie Railroad. References here are made to agencies, call Office 33 Commercial Street, New York, N. Y.

1850—Buffalo, Sandusky and Toledo Line Steamers:

BALTIMORE	.....	Capt. J. W. Tuttle.
ALBANY	.....	Capt. J. W. Tuttle.
QUINCY CITY	.....	Capt. Waits.
SUPERIOR	.....	Capt. Richards.
OHIO	.....	Capt. Watkins.

One of the above first class sailing at intermediate port Sandusky and Toledo daily. Passengers selected through from Buffalo daily at 9 A. M. For freight or passage apply to J. H. Griffith, Agent, Buffalo, N. Y., or to Cincinnati, Ohio.

Long Wharf and Ship Canal, Buffalo, N. Y.

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NEW-YORK AND PHILADELPHIA.

NEW-YORK AND PHILADELPHIA DIRECT—U. S. MAIL LINE—Through in 48 hours, via New York, Jersey Railroad—Fare reduced to \$3 for first class, and \$2 for second class, for the round trip, including meals, and berth at 9 A. M. and 5 P. M. from the foot of